

**The Board of Police Commissioners  
Regular Meeting, Tuesday, Sept. 4, 2018  
Town Hall South Conference Room  
3 Main Street, Newtown**

***MINUTES ARE NOT FINALIZED UNTIL APPROVED BY THE BOARD OF POLICE  
COMMISSIONERS***

**Present:** Joel Faxon, Brian Budd, Scott Cicciari, Joan Plouffe, Andy Sachs

**Also Present:** Chief James Viadero, Capt. Christopher Vanghele, five members of the public and one members of the press.

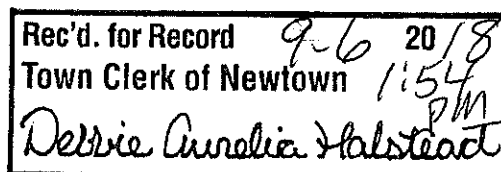
Commissioner Faxon called the meeting to order at 6:30PM.

**Public Participation:** **John Glaberson**, 2 Valley Field Road North spoke to the commission about 68 curve signs that were placed on Alberts Hill Road on a 1.2 mile stretch of road. There are roads that are worse in town and there are no signs. Cars are still speeding even with the signs up. The neighbors do not like the way the signs look. There is no signage in the area where accidents have occurred. Chief Viadero explained that the signs were the result of a Rural Roads grant from 2 ½ years ago. The Town was not notified by the State that the signs were being installed and although the Chief feels some area are warranted, he agrees it is a lot of signage. Currently the process has ceased. Chief Viadero will be meeting with the project engineer and the project manager to discuss further and will have more information at the next Police Commissioners meeting. **Pete Sepi**, 83 Toddy Hill Road, thanked the commission for the speed trailer and asked the status of permanent signage. Chief Viadero said that surplus money that was to be used was tied up after the storm in May; they are still moving forward on this project and there will eventually be permanent fixtures on Toddy Hill Road. **Carolyn Sepi**, 83 Toddy Hill Road is thankful for the signs and noted they are more effective to northbound traffic.

**Police Union Participation:** none.

**Consideration and action on the minutes for July 10, 2018.** Commissioner Budd moved to accept the minutes of July 10, 2018. Commissioner Sachs seconded. Commissioner Faxon noted a typo on page 2, under Commissioners Participation, the word 'office' should be 'officer'. All in favor of the amended minutes.

**Chiefs Report:** Chief Viadero asked for a moment of silence for Chief Roche of the Ridgefield Police Department, who recently passed away soon after his retirement. The accreditation review came through with a couple of policies that have to be updated. Chief Viadero commended the work done by Lt. Kullgren, Sgt. Silver and Administrative Assistant Cindi Mazzucco. There will be a donation from Danbury Hospital of 13-15 defibrillators. There was final approval for the new Police facility at the Legislative Council level; it will continue on to the referendum in November. It's a great project, support is appreciated. There were two narcotics arrests, one involving Adderall, the other marijuana. They were good arrests made by observant officers with sizable amounts of narcotics and cash. The March for Our Lives event at Fairfield Hills was well attended; good event, uneventful. The State said that accident data on Mt. Pleasant and Rte. 25 does not warrant a speed reduction. The State will continue to monitor. Mr. Barone of the State Racial Profiling Committee conducted a robust statistical analysis of the data and found there was no pattern of racial discrimination by any of the officers. The department is very active on Rte. 25, Mt. Pleasant and Toddy Hill Road; main thoroughfares will spike the numbers. The final report is expected in September or October. Other towns on the Rte. 25 corridor had similar results. There will be a number of dates Chief Viadero will be meeting with different community groups relative to the new Police facility.



**Correspondence:** Letters of appreciation were received from Canine, Sandy Hook Promise and the Cedarhurst Association made a donation to the Police, which will be used toward the awards ceremony that was cancelled due to the storm. The Special Olympics Torch Run expressed appreciation. The Marketplace partnered and raised a substantial amount of money.

**New Business:**

**Performance Evaluations:** The performance evaluations were dated. Lt. Robinson and Sgt. Ruszczyk worked on an updated policy relative to the performance evaluations by looking at other projects and policies. Capt. Vanghele was instrumental in writing the policy. This does not only look at statistics; objective material, officer performance, letter of compliments and what they do on a day to day basis is considered. The union is on board with the policy. Commissioner Faxon appreciates the hard work that went into a comprehensive, current policy and procedure. Commissioner Budd moved to accept the Policy Number 1.13 revised 7/1/2018 titled Performance Evaluations. Commissioner Plouffe seconded. All in favor.

**Body Worn Cameras:** This is a standard policy based on State requirements; it is a good tool. Training will begin in a month. Capt. Vanghele was instrumental in putting the policy together. Stratford Police assisted, as they went through the same process. Chief Viadero thinks this is a good policy. Commissioner Faxon said they have been diligent in researching and finding common ground between the administration and work force on utilization of the body cameras. He believes body cameras are advantageous for the officers, saying the evidence will be favorable to the officer. Patrol officers will have body cameras, worn at all times, utilized in accordance to the procedure. The shift supervisor, at their discretion, may assign the use of a body worn camera. Commissioner Budd moved to accept the Policy and Procedure 2.15 Body-Worn Cameras as written. Commissioner Plouffe seconded. All in favor.

**Commissioners Participation:** Commissioner Cicciari and Commission Plouffe made up the Striping Committee and were tasked with putting together a standard as a guideline for how the Town should be marking roads. There is a federal standard: The Manual on Uniform Traffic Control Devices (MUTCD), section part 3 sets the guidelines as to how roads should be marked. The recommendation is to no longer look to put together a separate standard but to continue to adopt the MUTCD as the standard for Town markings. (att.). Collaboration will continue with the request that notification is given for all roads that need to be remarked due to re-paving or fading and where necessary, do a determination of traffic as it adheres to the standard. The manual mandates two lines or no lines; specific about not using one line. Commissioner Sachs asked for insight, saying in terms of safety on a dark, foggy night it's difficult to determine where the road starts and ends; some roads are too narrow for a double line. Chief Viadero said due to inconsistency a standard was set. Commissioner Faxon stated Commissioner Sachs concerns are addressed in Section 3B.01 (03). Commissioner Faxon suggested having this item on the next agenda; if there is a motion to adopt Section 3B.01 there will need to be a procedural mechanism to make it reviewable by the Police Commission. Mr. Hurley, Director of Department of Public Works will be invited to attend the next meeting.

**Public Participation:** none.

**Adjournment:** Having no further business report of police commissioners adjourned their regular meeting at 7:25 p.m.

*Att: Chapter 3B Pavement and Curb Markings*

Respectfully submitted, *Susan Marcinek*, Clerk

## CHAPTER 3B. PAVEMENT AND CURB MARKINGS

### Section 3B.01 Yellow Center Line Pavement Markings and Warrants

**Standard:**

- 01 **Center line pavement markings, when used, shall be the pavement markings used to delineate the separation of traffic lanes that have opposite directions of travel on a roadway and shall be yellow.**

**Option:**

- 02 Center line pavement markings may be placed at a location that is not the geometric center of the roadway.
- 03 On roadways without continuous center line pavement markings, short sections may be marked with center line pavement markings to control the position of traffic at specific locations, such as around curves, over hills, on approaches to grade crossings, at grade crossings, and at bridges.

**Standard:**

- 04 **The center line markings on two-lane, two-way roadways shall be one of the following as shown in Figure 3B-1:**
- A. Two-direction passing zone markings consisting of a normal broken yellow line where crossing the center line markings for passing with care is permitted for traffic traveling in either direction;
  - B. One-direction no-passing zone markings consisting of a double yellow line, one of which is a normal broken yellow line and the other is a normal solid yellow line, where crossing the center line markings for passing with care is permitted for the traffic traveling adjacent to the broken line, but is prohibited for traffic traveling adjacent to the solid line; or
  - C. Two-direction no-passing zone markings consisting of two normal solid yellow lines where crossing the center line markings for passing is prohibited for traffic traveling in either direction.
- 05 **A single solid yellow line shall not be used as a center line marking on a two-way roadway.**
- 06 **The center line markings on undivided two-way roadways with four or more lanes for moving motor vehicle traffic always available shall be the two-direction no-passing zone markings consisting of a solid double yellow line as shown in Figure 3B-2.**

**Guidance:**

- 07 *On two-way roadways with three through lanes for moving motor vehicle traffic, two lanes should be designated for traffic in one direction by using one- or two-direction no-passing zone markings as shown in Figure 3B-3.*

**Support:**

- 08 Sections 11-301(c) and 11-311(c) of the “Uniform Vehicle Code (UVC)” contain information regarding left turns across center line no-passing zone markings and paved medians, respectively. The UVC can be obtained from the National Committee on Uniform Traffic Laws and Ordinances at the address shown on Page i.

**Standard:**

- 09 **Center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater. Center line markings shall also be placed on all paved two-way streets or highways that have three or more lanes for moving motor vehicle traffic.**

**Guidance:**

- 10 *Center line markings should be placed on paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 4,000 vehicles per day or greater. Center line markings should also be placed on all rural arterials and collectors that have a traveled way of 18 feet or more in width and an ADT of 3,000 vehicles per day or greater. Center line markings should also be placed on other traveled ways where an engineering study indicates such a need.*
- 11 *Engineering judgment should be used in determining whether to place center line markings on traveled ways that are less than 16 feet wide because of the potential for traffic encroaching on the pavement edges, traffic being affected by parked vehicles, and traffic encroaching into the opposing traffic lane.*

**Option:**

- 12 Center line markings may be placed on other paved two-way traveled ways that are 16 feet or more in width.
- 13 If a traffic count is not available, the ADTs described in this Section may be estimates that are based on engineering judgment.